have their doubts, in the first instance, as to the success of so very arduous an undertaking.

As every thing necessary for the public safety has already been done, for I repeatedly passed over both lines of railway at full speed on a special engine, or in the carriage attached to it, I beg leave to recommend that your lordships will be pleased to authorize the directors of the South-Eastern Railway Company to open their line to Dover as soon as they shall have erected a temporary station for the accommodation of passengers, as they propose, at that place, and which will probably be finished in a few days.

I have, &c.,

C. W. Pasley, Major-General,
Inspector-General of Railways.

The Lords of the Committee of Privy Council for Trade, &c.

Whitehaven and Maryport Railway.—Companies for making branch lines of communication between towns, or from populous districts in connection with some leading railways, are forming to an astonishing extent in all parts of the kingdom; and few of them but what hold out the most promising prospects to the investor, and the certainty of becoming of great public utility. Among these is a proposed line, twelve miles in length, commencing at a most eligible spot between Tangier-street and the North Pier at Whitehaven, near the harbour, proceeding through Harrington, Workington, and the much-frequented watering-place of Flimby, and terminating by joining the Maryport and Carlisle Railway at the Maryport station. The importance of Whitehaven as a seaport is generally known, and its harbour, upon which upwards of 150,000*l.* have been expended within the last twenty years, is, undoubtedly, the finest on the western coast. The formation of this line will place this populous and improving town in immediate connection with all the great lines of railway in the north, and place it within a seventeen hours' journey from London, causing increased commerce to flow into it from Scotland, Liverpool, and Ireland. The line selected is highly favourable, and can be completed for 8,000*l.* per mile, requiring a capital of 100,000*l.*, to be divided into shares of 20*l.* each; and, from a moderate calculation of the expected traffic, a clear annual revenue is expected of 11,815*l.*, or certainly full 10 per cent. on the capital invested. An important meeting took place at the Savings' Bank, Whitehaven, on Monday last, for taking the necessary steps for the formation of this line, at which the two members for that division of the county, Lord Lowther, and most of the influential gentry of the neighbourhood attended. The proceedings were carried on in the most unanimous spirit, all present agreeing in the necessity of the proposed line, to place the town and harbour of Whitehaven in a position to compete with other large towns in the north of England.—Lord Lowther stated that their representative, Mr. Attwood, who had intended to be present, but was prevented from urgent business in London, had authorized him to state, that in case the resolutions were adopted, and the undertaking commenced, he would take shares to the amount of 5,000*l.* for himself, and 5,000*l.* for his son. The resolutions for forming the provisional committee, and giving the necessary authority to apply to Parliament, were agreed to unanimously, after which a book was opened for receiving the names of subscribers, and in a very short time shares to the amount of 45,000*l.* were agreed to be taken.

Railway Passenger Duty.—The Brandling Junction Railway has petitioned the House of Commons in substance as follows:—"That the railway of your petitioners connects the populous towns of Newcastle-upon-Tyne and Gateshead with South Shields, and the extensive port of Sunderland, and has afforded great accommodation to the inhabitants of those places, and particularly to the trading and working classes. That a large proportion of the passengers, conveyed upon the said railway, are carried for considerably less than 1d. a mile, and that the profits of the said railway yield a very inadequate return upon the capital your petitioners have invested therein. Your petitioners, therefore, pray that your honourable House will be pleased to repeal the duty upon all fares not exceeding 1d. a mile, and thereby give some encouragement to railway companies that afford accommodation to the public at so low a rate of charge."

Rival Railways from Gravesend to Rochester and Chatham.—In addition to the two rival railways to Rochester, the one starting from Gravesend and the other from Rosherville, a third line was introduced to public attention on Feb. 16th, at the meeting of the Thames and Medway Canal. This is proposed to consist of one line of rails, to be laid on the banks of the canal; and as the 170,000*l.* expenditure on the canal was for works available to a railway, only 65,000*l.* are estimated as necessary for the proposed line, as well as for the required carriages, engines, stock, &c. The capital is to be raised in shares, to be offered, in the first instance, to the shareholders in the canal, and if not all taken by them, the residue are to be allotted amongst the public generally. The navigation of the canal will not be affected; and it is stated that their act of incorporation will enable the company to construct the railway, but that an Act must be applied for in the session of 1845, for obtaining the necessary funds. As it is scarcely probable that Parliament will authorize the formation of more than one line of railway between Gravesend and Chatham, a warm contest between the several parties may be expected.

Railway Property.—The increased amount of capital invested in the railway companies, is now estimated to be nearly 80,000,000*l.* sterling; a return, computed by a competent authority, gives the following facts, as exhibiting the enormous increase since 1842 in the value of this species of national property. In October of that year, on the shares of seventy-three lines, the loss, by their being at a discount, was computed at 2,052,696*l.*; in April, 1843, the profits in premium on eighty-one lines was 3,050,770*l.*; but in October, 1843, the profits in premiums exceeded the discounts by 13,748,139*l.*, and adding the recovery of the discounts of 1842 to the latter sum, an increase in the value of railway share property of not less than 15,796,183*l.* is shewn to have occurred, and in so short a time too. Never in the history of securities of an equal amount has such a rise as this been known, although mines, at one time, had a tolerable, but, unfortunately, a very illusive hold on the public mind.

Scotch Mineral Railways.—The shares of these railways are extremely dull of sale. A strong feeling prevails among many of the shareholders in favour of an amalgamation, and it was hoped that an amicable adjustment of the differences existing between the different companies would have been obtained; instead of this, however, there is a prospect of a keen Parliamentary contest, which will, of course, be attended with a large expenditure of money. The only sales have been a few Wishaw and Coltness at 25*l.*, and Garnkirk at 28*l.*; the Ballochney Company have declared a half-yearly dividend of 30*s.*; and the Monkland and Kirkintilloch, of 15*s.* per share; the Wishaw and Coltness have declared 12*s.* 6*d.* for the year; the Garnkirk Railway directors propose to divide 5 per cent.

Extraordinary Speed by Railway.—The special train which left Southampton on Thursday week, with the mail-bags brought by the Avon, started from thence at eight minutes past two, and arrived at Nine Elms at forty-eight minutes past three. Thus, deducting eight minutes for stoppage, the distance was run in one hour and forty-eight minutes! The engine, the Lark, is a new one, constructed by Mr. J. V. Gooch, of Nine Elms, and it was driven on this occasion by Mr. W. Waylor, superintendent of the locomotive department at the Southampton station.

Nottingham, Newark, and Lincoln Railway.—We are given to understand, that the directors of the Midland Counties Railway have ordered a survey, under the superintendence of Mr. R. Stephenson, of a line of railway from Nottingham to Newark and Lincoln, joining the Midland Counties line at Nottingham. A prospectus, detailing the result of the survey, with the estimate and expected traffic, will shortly be published. The shares are to be 25*l.* each.—*Derby Mercury.*

Salisbury Junction Railway.—A petition is about to be presented to the House of Commons, signed by the residents in this city and its vicinity, praying that the Bill just brought in for making a railroad from Bishopstoke to Salisbury may be passed in that House.

Lincoln and Wakefield Railway.—The above line, fifty-four miles in length, is another of the numerous proposals for uniting important and populous districts, and placing within their power all the benefits of cheap and rapid communication; it is intended to connect the great agricultural districts of Lincolnshire and the towns of Gainsborough, Lincoln, and Doncaster, with Wakefield, the great market for the manufacturing districts of Yorkshire and Lancashire, and with all the towns bordering on the Manchester and Leeds Railway. This line of country has never possessed the advantages of railway communication, and the present undertaking is intended to remove many of the difficulties with which home-grown corn has had to contend, in maintaining its ground against the introduction of foreign grain, while the districts through which it will pass offer a cheap and rapid means of carriage for salt, stone, lime, coal, &c.—to a very large extent to the agricultural districts, hitherto only obtained by a long, circuitous, and tedious route—and, more than probable, effecting a reduction of 50 per cent. in their cost, with a corresponding increase in consumption. The passenger traffic at present existing between the towns of Lincoln and Wakefield is extensive, in proportion to the large and increasing population, and it is only likely that the same results will follow in this case as in every other where a railway has been established. From a careful survey of the line, the engineer has reported favourably of the undertaking, and which is estimated to be completed for 750,000*l.*, or about 14,000*l.* per mile; and the gradients being of an easy character, offers important facilities for the economical working of the large goods' traffic, which it is confidently anticipated will flow upon the line; and for the furtherance of this object, arrangements will be entered into with the Manchester and Leeds Company for working the Lincoln line in conjunction with their own.

Wooden Railways.—A bill is at present before Parliament, which has for its object the laying down of a wooden railway, upon Prosser's principle, from Guildford to Woking. In the opinion of many engineers, wood, besides being very much cheaper than iron, is, in the way it is here intended to use it, more durable.

Thetford.—On Monday last a petition was forwarded to Parliament, signed by a great number of the inhabitants of Thetford, requesting that the intended railroad between London and Norwich may pass through that place.

Share Jobbing in Germany.—It is stated that a law will shortly be promulgated at Berlin, to prevent the extensive gambling transactions in railroad shares, at present carried on to an incredible extent in that city. The Exchange of Berlin is the greatest mart of all Germany for these sort of transactions, and some wealthy speculators there have formed a joint-stock company, and, by their capital and quantities of shares generally at their disposal, influence the prices just as suit their views and interests, by either buying or selling largely; these operations have ruined numbers of those who could not withstand these large fluctuations. Shopkeepers, artisans, military men, and even ladies, have imbibed the railroad shares mania speculation.

The railway between Cologne and Bonne has just been opened to the public.

Hereford and Gloucester Canal.—We heartily congratulate the inhabitants of the city and county, on the steady and satisfactory progress which this important undertaking is making under the skilful engineering of Mr. Stephen Ballard. On Monday last the Canal was opened to Westhide, and on Monday week (the 26th inst.), it will be opened to the Wharf, at Withington, about three and a half miles from this city. On the occasion, the Canal Committee will move along the line from Ashperton to Withington, when many boats laden with coal, timber, salt, &c. &c., will arrive at Withington. On referring to our advertising columns it will be seen that the event will be celebrated by a dinner, to which the engineer, Mr. Stephen Ballard, has been specially invited. We have no doubt there will be a large party to meet the respected guest and to do honour to the event.—*Hereford Times.*

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